

To:safetravel@camden.gov.uk; Sam Margolis; Anthony Christofi

## **Prince of Wales Road Safe and Healthy Streets Consultation**

This response to the consultation on the above proposals from Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

We are strongly in support of the proposals to make the cycle lanes permanent, to complete them by filling in the gaps at the western end and near the railway bridge as well as the proposals for junction improvements.

We make some general points and then go on to our suggestions for modifications and additional measures.

**The Camden Cycling Network:** The alignment on Prince of Wales Road is a critical part of Camden's Cycling Network, extending it westwards from C6 in Kentish Town and joining the lanes on Chalk Farm Road and Haverstock Hill. We are very pleased to see the temporary eastbound route being made permanent in 2021-22 as part of phase 1 of the Cycling Action Plan.

**Cycle Lanes:** It is really good that there will be 2-m wide eastbound cycle lanes right through from Haverstock Hill to Grafton Road. We support the replacement of 'kerb and wand' segregation with a raised stepped cycle track. This should include dropped kerbs at frequent intervals and, in particular, opposite all side roads and significant entrances to enable cyclists to enter and leave the track. Where stepped tracks start or restart it must be made very obvious and it is critical that any yellow lines start at the start of the stepped track as this is a strong indication that a kerb is present. Care should be taken during the construction phase to make sure there are no hazards and, in particular, painting of white and yellow lines should be scheduled as early as possible.

**Crossings:** We strongly support the retention of the two parallel zebra crossings and the provision of a new one near to Healey Street.

**SUBBs and bus stop bypasses:** We prefer the bus stop bypasses but accept that where there isn't sufficient road width, SUBBs are superior to no provision. However, we are strongly against retaining the position of the SUBB opposite Crogsland Road (see below). We strongly support the retention of the other SUBB and the bus stop bypass by Talacre Gardens.

**Junction upgrades:** We believe that further improvements are needed at the Malden Road junction and are pleased to see a new design for the Grafton Road - Castlehaven Road junction. We are strongly in favour of the plan to make priority junctions safer by the use of blue surfacing with logos as already in place at Harmood Street and Crogsland Road and proposed for Talacre Road, Ryland Road and several other minor junctions.

**Pedestrian and Streetscape Improvements:** We support all the proposed improvements.

## **Our comments and suggestions**

(references are to the consultation plans TM-POWR-PERM-EB-DD-0100-All 0001-0007-2.pdf)

## General

We are pleased that many of the observations in our audit of the westbound track November 2020 and of the eastbound track December 2020 have been addressed. Others that have not been addressed are mentioned below.

### Drawing 1 - Haverstock Hill junction to Queen's Crescent

- The left turn out of Haverstock Hill is a difficult manoeuvre because of the potential for conflict with left-turning motors coming too close to the kerb. The cycle logo shown on the drawing indicates the likely position of a cycle before entering the stepped track. But the manoeuvre into the track is awkward (left and then right).

We would like to see strong line markings and logos across the junction with Maitland Park Villas followed by a gentler transition into the stepped track.

- We are in agreement with painting a mini zebra over the cycle track at the pedestrian crossing by Queen's Crescent.

### Drawing 2 - Craddock Street - Crogsland Road

- SUBB opposite Crogsland Road. **This bus stop needs to be moved to another location.** The position is directly opposite Crogsland Road and makes it difficult and sometimes dangerous for anyone on a bike to turn right into the eastbound cycle lane out of Crogsland Road. Irrespective of whether there is a bus at the stop, it is necessary to ride in the road and access the cycle lane beyond the bus stop. With a bus present there is a risk that it will start off without seeing a turning cyclist. And when a bus is not present there is a significant risk that cyclists will not see the kerb and will crash, particularly if distracted by crossing traffic including other cyclists. Also, cyclists in the eastbound lane wishing to turn right into Crogsland Road cannot do it from the lane.
- Dropped kerbs are needed to allow for entering and leaving the stepped track opposite Craddock Street and also opposite Truro Street.
- Tiger crossing by Truro Street: the cycle track will need to ramp up to footway level and down again.

### Drawing 3 - Malden Road junction

There is a minor error in the drawing in that the pink line fails to take account of the fact that the footway build out was not cut back when the eastbound scheme was implemented, with the consequence that the last few metres of feeder lane are only 1.2m wide, sometimes causing cyclists to overlap the single motor lane - [photo](#).

We are strongly in favour of cutting back the build out so as to provide a 2-m wide lane right up to the ASL box even if it is not possible to widen the latter.

We approve of the blue surface across the junction (in both directions).

*East side of the Malden Road junction:* This is the only place on Prince of Wales Road west of Grafton Road where three lanes have been allocated to motor vehicles. This is at the expense of poor provision for cycling on both sides of the road.

*Eastbound exit from the junction:* Anyone riding across the junction is faced by a kerb build-out and forced into the motor carriageway whose width is about 4.1m before being able to enter the stepped track beyond the base of the ASL box on the other side of the road. This is a pinch point.

*Westbound approach to the junction:* the cycle lane is protected with kerbs after the end of the motorcycle parking. But the last 10 metres (or so) are marked as a narrower ~1.5m mandatory lane. We have observed many drivers straddling the cycle lane.

These pinch points on both exit and entry have a very detrimental effect on the JAT score for this junction.

*Two-stage right turns:* In our audit of the eastbound track, we suggested that the “No right turn” instruction below the low-level lights could be modified to say: “Except in two stages”, as seen on C6 on Farringdon Road. We are pleased to see the proposal for signage to make cyclists aware of the two-stage right turn. We had suggested something similar for westbound cycles and note that this suggestion has been taken up. Unfortunately, this is a very difficult manoeuvre in this direction due to the position of the island in the middle of the crossing (see <https://goo.gl/maps/zndLfjN1brP5WNRo9>).

*A dedicated signal stage for cycles:* although the 5m ASLs with early release allow cyclists who arrive during the red signal to clear the junction before the motor vehicles, it does not protect those arriving on green – eastbound cyclists are particularly at risk from motor vehicles turning right into Malden Road; nor does it help with making right turns in a single stage. A dedicated signal stage (as proposed at the Grafton Road junction) would allow cyclists to turn left, go straight ahead or turn right from both directions without any interaction with motor vehicles. We urge Camden to work on this improvement and vastly improve the safety and convenience for cyclists.

#### **Drawing 4 - Malden Road - Talacre Road**

- We note the short section of flexible bollards to “allow access to refuse services” and look forward to observing how this will work.
- The blue surfacing across Talacre Road junction will be particularly beneficial as a fair number of motor vehicles turn left here.

#### **Drawing 5 - Harmond Street – Hadley Street**

- We are very pleased to see the proposal to fill in the current long gap in the cycle lane between the bus stop bypass and the eastern side of the railway bridge.
- Care needs to be taken to ensure that there is a sufficient length of dropped kerb on the eastbound track to allow for right turns into and out of Harmond Street and Hadley Street, bearing in mind that in order to align with the lane, cyclists will often not cross at right-angles, especially if using a cargo bike or similar cycle.

#### **Drawing 6 - Healey Street - Grafton Road**

*Junction with Ryland Road:* we suggest adding another “KEEP CLEAR” on the eastbound motor lane (as in the westbound lane) as queues may form in this location.

*Proposed Tiger crossing by Healey Street:* this will be really useful for cyclists wanting to turn right into or out of the closed end of Healey Street

#### **Drawing 7 - Grafton Road - Castlehaven Road junction**

This is an important node in the Cycling Network where the C6 route on Castlehaven Road – Grafton Road meets the route on Prince of Wales Road. It is therefore important that cyclists should be able to safely make all turns from any one of the four approaches.

We are therefore very strongly supportive of the proposal for a dedicated signal stage for cyclists on both of the Prince of Wales Road approaches. This is essential in enabling eastbound cyclists to turn right into Castlehaven Road and join C6 southbound. We understand that this provision will not work with northbound and southbound running in separate stages as they now do. We therefore accept that the proposed cycle gate in Castlehaven Road is an efficient way of allowing all turns for northbound cycles. However this solution does not allow southbound cycles to turn right which is a drawback.

*Signage at this junction:* it is very important that eastbound cyclists should be told clearly to access C6 via Castlehaven Road.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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